The BFC Flying Club Newsletter

February 2023

Volume 61 / Issue 2

BLUE SIDE UP!

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CIP

LL10 Avgas 100LL
$5.18/gal as of Jan. 1, 2023

Aircraft Rates

C172S	4BC	$131.30
C172SP	3SP	$125.30
C182T	89L	$163.04

CY Cumulative Hours Flown

January 2023

884BC	3.2 hrs.
983SP	6.1 hrs.
1489L	0.0 hrs.
TOTAL	9.3 hrs.

2023 Totals

884BC	3.2 hrs.
983SP	6.1 hrs.
1489L	0.0 hrs.
TOTAL	9.3 hrs.

Join us for our next meeting:

Tuesday, March 7th, 2023
Business meeting @ 7:30pm
Details to follow via email.

See you there!

IN THIS ISSUE...

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 7th, 2023 at Naper Aero. The President called the meeting to order at 7:31 PM.

The minutes from the last meeting were published in the newsletter. The minutes were approved as published.

The Treasurer's report was reviewed for the members. Total flying time for January 2023 was 9.3 hours with 0.5 hours club time. We made $13,950.25 in payments and had $7,799.24 in billings. The loan balance is $75,266.48 and cash in the bank is $121,168.00. Further details follow in the newsletter. The Treasurer's report was approved as presented.

The aircraft reports were presented by the plane captains and maintenance officer. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:51 PM.

Attendees

Members

Kevin Kanarski
Kris Knigga
Alex Siegman
Mel Finzer
Don Patterson
Jack Lindquist
Nick Davis
John Wrycza
Chuck Blazevich
Chris Rorvich
Dan Mannisto

Guests

Patrick
Brandon Schabell

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	884BC	983SP	1489L
BEGIN TACH	3,673.3	6,092.2	1,957.3
END TACH	3,676.5	6,098.3	1,957.3
TOTAL HOURS	3.20	6.10	-
TBO	2,000	2,000	2,000
TMOH	484	453	-

Billings for all aircraft thru January 31, 2023.

II. MONTHLY BILLING SUMMARY

	884BC	983SP	1489L	TOTAL
TOTAL HOURS	3.20	6.10	-	9.3
LESS: CLUB TIME	(0.50)	-	-	(0.5)
BILLABLE HOURS	**2.70**	**6.10**	**-**	**8.8**
BILLING RATE	$ 125.30	$ 131.30	$ 163.04	
FLYING CHARGES	$ 338.31	$ 800.93	$ -	$ 1,139.24
MONTHLY DUES				$ 6,660.00
MEMBER CREDITS				$ -
TOTAL BILLINGS	**$ 338.31**	**$ 800.93**	**$ -**	**$ 7,799.24**

III. MEMBER CREDIT BREAKDOWN

No member credits for this month.	
TOTAL CREDITS	**$ -**

IV. BANK BALANCES (as of 1/31/2023)

	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	**$ 51,869.57**	**$ 75,251.61**	**$ 127,121.18**
Cash In	$ 7,996.42	$ 0.65	$ 7,997.07
Transfer to Savings	$ -	$ -	$ -
Cash Out	$ (13,950.25)		$ -
ENDING BALANCE	**$ 45,915.74**	**$ 75,252.26**	**$ 121,168.00**

V. RESERVES

	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE ($2300/ mo)	$ 5,700.00	$ 2,300.00	$ 8,000.00
ANNUALS ($1000/ mo)	$ 10,884.41	$ 1,000.00	$ 11,884.41
LL10 DUES ($425/ mo)	$ 887.50	$ 425.00	$ 1,312.50
INACTIVE MEMBER	$ 7,726.72	$ -	$ 7,726.72
ENG OVRHL ($2600/mo)	$ 38,837.00	$ (10,145.00)	$ 28,692.00
CREDIT BALANCE MEMBERS	$ 9,270.37	$ 962.21	$ 10,232.58
EQUIPMENT UPGRADE	$ 53,815.18	$ (495.39)	$ 53,319.79
TOTAL	**$ 127,121.18**	**$ (5,953.18)**	**$ 121,168.00**

VI. PAYMENT DETAIL (1/1/2023 thru 1/31/2023)

Expense	Description	Vendor	Amount
N1489L	Prop	Prop Parts Mkt	$ 12,745.00
N983SP	Maintenance	Rew Aviation	$ 1,114.25
Website Fees	Club Website	Aircraftclubs.com	$ 36.00
Quickbooks	Acct Software	Intuit	$ 30.00
Bank Fees	Bank Fees	Chase	$ 25.00
MEMO: Credit bank fees	Bank Fees	Chase	$ (50.00)
Included in "Cash In" above. This charge goes away effective 2/1/2023.			
TOTAL PAYMENTS			**$ 13,950.25**

VII. LOAN STATUS

INTEREST PAID @ 6.0%	$ 379.98
PRINCIPAL PAID	$ 730.23
TOTAL LOAN PAYMENT	$ 1,110.21
AIRCRAFT LOAN BALANCE	**$ 75,266.48**

FLYING HOURS

January

884BC	
FLYING	3.2
TACH	3676.5
TBO	2000
TMOH	484
†CLUB	0.5
*GAL/HR.	10.2

983SP	
FLYING	6.1
TACH	6098.3
TBO	2000
TMOH	453
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1957.3
TBO	2000
TMOH	43
†CLUB	0.0
*GAL/HR.	12.3

TBO – engine time between overhauls
TMOH – engine time to major overhaul

† Includes orientation flights

* Gallons per hour for calculating hourly rate. Do not use for flight planning.

AIRCRAFT REPORTS

N983SP

1) Dipstick housing oil leaks fixed
2) Nosegear shimmy – bushings replaced, cleaned
3) Brakes found low on fluid
4) Bolt found missing on starter
5) Fuel injection inspection and static transponder inspection complete
6) ELT due end of April, Annual in May
7) COM2 photocell still flakey; Nick and John are looking at options to tentatively repair this at annual time.

N884BC

1) No new squawks
2) Intermittent fuel drip near front tire – please pull fuel shutoff when parking and be sure to inspect and report on whether a drip was found

N1489L

1) Engine is in overhaul. Waiting on exhaust and fuel delivery systems
2) Break-in procedures will apply once back in service
3) Propellor was sent out for overhaul to APS – found unserviceable. New propellor purchased direct from McCaulley distributor, saving about 7grand vs APS.
4) Working on A&P IA to do our annual once the engine comes back

AIRPORT AFFAIRS

John Wrycza provided updates for LL10:

- 1 House for Sale
- New Hangar being built near east/north taxiway intersection
  - It's likely to impair vision
  - Taxi slow, and be very careful about wing clearance
- Airport still figuring out how to deal with aging out fuel tanks
- Instrument approach – contact John for deatils; Mike Pastore still working to approve new pilots
- Most recent board meeting did not have any discussion for changing costs for clubs; the math doesn't support it, and the BFC represents are large portion of the field revenue
- Fire alarm inspection soon

OLD BUSINESS

No old business needed to be covered

NEW BUSINESS

Financial Controls

Questions came up about the financial controls the club has. Chuck brought up several ideas, but the end result of the discussion was that some sort of regular audit would be welcome.

SAFETY

Controlled field 8.9 miles away now; keep airspace in mind. The tower at KLOT closes at 8PM, reverts to CTAF after that

Special VFR is worth understanding. It can only be used in class G during the daytime, and if IFR capable airplane and rated pilot, can be used at night in Class G airspace as well. Special VR ends at airspace limits. There are limited use cases. In our area, you need to be conscious of collision and clearance requirements.

Skew-T charts are a great way to help assess atmospheric stability and weather patterns. Chuck bought training from Pilot's Workshop that he found incredibly useful. The FAA provides a tool to generate these charts over any airport.

MEMBERSHIP AND GUESTS

We had several returning guests at the February meeting. There also continues to be a strong entrance list with 3 very interested applicants and 10 total applications. No new applications since October. No changes in membership for December.

ACCOMPLISHMENTS

No accomplishments were reported this meeting.

MEMBERS SECTION

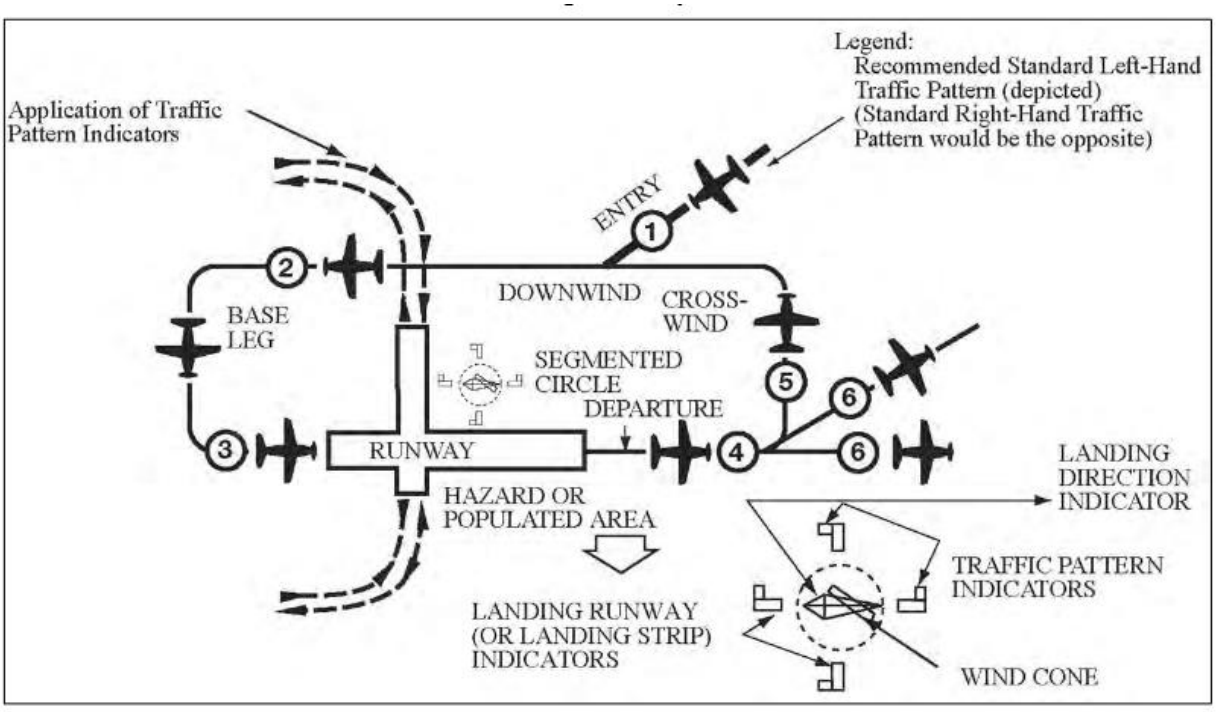
This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club, we are looking for members to submit articles in the style of 'I learned about flying from that', 'Never Again' or 'Stick and Rudder'. It is in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

Head to the following page for an article from Nick Davis.

Flying Shotgun
25 Feb 2023
Airport Patterns

Depending on who your Initial Private Pilot CFI was, you may think certain things are set in stone. Often, at FAR Part 141 schools, because time is compressed, standardization is rigid, and that which should be left to the judgement of the pilot is often drilled into the student as a hard and fast rule. Traffic pattern entry and execution at uncontrolled fields is just one of these "set in stone" rules that is not set in stone. Many pilots think that the pattern must be made on a 45° entry to the downwind (in this case, left hand) downwind. While the FARs specify that all turns at an uncontrolled airport shall be made to the left unless otherwise specified by the chart, chart supplement or airport markings, the pattern entry is not specified. This does not prohibit entry via any other leg of the pattern including straight in approaches. Below is the text from the AIM 4-3-3 "Traffic Patterns":

> Pilots are encouraged to use the standard traffic pattern. However, those pilots who choose to execute a straight−in approach, maneuvering for and execution of the approach should not disrupt the flow of arriving and departing traffic. Likewise, pilots operating in the traffic pattern should be alert at all times for aircraft executing straight−in approaches.



Shown above is the traffic pattern schematic as shown in the AIM. The only leg missing is the Upwind Leg, which is also the departure leg ③ ④.

If all traffic maneuvers to enter the pattern on the 45° entry (①), then all traffic is pointed at the same 3-dimensional point in the sky. And if traffic is approaching at the same time, then the chances of a mid-air collision go from small to large in an instant. Statistics prove that most mid-air collisions happen near airports. The reason is obvious; more airplanes in a small space. As VFR pilots, we spend a lot of our time looking for other aircraft which might present a collision hazard. And if we do spot such an aircraft, we maneuver to avoid the collision. So, that begs the question, why would you deliberately point your airplane at the exact same place in the sky that another pilot is pointing their airplane? This is a procedure that many pilots execute because they were taught that by their CFI, who in turn was taught the same by their CFI. But nobody bothered to ask the obvious question: Why? There is no good answer. For that reason, entry into the traffic pattern should be varied. When we practice landings, we fly all the pattern legs that one should fly, as necessary, as we would fly for the first pattern entry.

First, and a few conditions need to be spelled out. Looking at the schematic provided in the AIM, lets consider that the top of the page north and the runway depicted is 9-27. Approaches are made to runway 9. All legs are properly labelled with the exception of the "upwind" leg, shown here as the "departure" leg. ④

If you are coming from the west (left side of the schematic), you could, as per the AIM, execute a straight-in approach ③. But, you run the risk of cutting off planes on the left base, and causing a collision hazard. Better to enter the pattern on the "upwind". Fly close to the runway, so you will not be mistaken for a close in left downwind for the wrong direction, and start your turn to left crosswind about ½ mile down the runway. At LL10, the runway is 2500 feet long, so cross at the departure end. This point will allow you to cross over the runway, with departing traffic well beneath you. For long runways, this is important. Some Tower Controlled fields will call this the "overhead approach", so be aware. Business jets can climb quite steeply once airborne, so you do not want to be in their way. Blend in with existing traffic, and continue.

If you are coming from the south (the bottom of the schematic), enter the pattern on the crosswind ⑤. The crosswind leg is off the departure end of the runway, at a point where most aircraft staying in the pattern are at or above 400 AGL and starting the turn from departure/upwind leg to crosswind. Find a place to enter the left crosswind between existing traffic, and continue. Alternately, cross the runway at the ½ mile point from the arrival end. Look to your left for traffic already on the upwind. Look right for traffic entering on the downwind. Fly your crosswind leg, then turn downwind, blend in with existing traffic, and continue.

If you are coming from the east (the right side of the schematic), enter directly on the left downwind ②. Make sure you are slowed before you arrive, and look to your left for traffic on the left crosswind. Blend in with existing traffic and continue.

And last, of course, the much overused 45° entry ①. If you are coming from the north (the top of the schematic), here is where the 45° entry works well. Fly that entry, look for traffic already on the left downwind, blend in, and continue.

By distributing pattern entries all around the compass, the risk of collision at the 45° entry point is dramatically reduced. If this airport is one to which you have never been, all of these entries give you a chance to visually inspect this runway for conditions that will be nice to know. All patterns on the 45° is analogous to approaching a 4 way intersection, except you cannot stop. The various pattern entries above are analogous to the entry ramps of an interstate highway.

As a CFI, I recommend flying at least 3 legs of the pattern. For us, flying into uncontrolled fields, being slowed and stabilized makes all the difference between a successful and safe landing, verses an unsafe approach and a likely go-around. A good approach does not guarantee a good landing, but a bad approach assures a bad landing or more likely, a go-around.

For our airplanes, flaps 10° are generally allowed throughout the green arc, faster than the normal flap extend speeds which are confined to the white arc. Flaps decrease the stall speed of all our planes by a mere 5 knots, not much in the larger scheme of things. Any additional flaps add only drag, no additional lift provided. Extending flaps to any setting, even just to 10°, above the white arc provides no advantage, and indeed, it adds wear and tear to the flap bearings, push rod(s), motor, et cetera. This can cause premature, and sometimes very inconvenient flap motor failure.

> In the 1980s, I towed gliders at Hinckley. There was a glider flight school, and I became a tow pilot and glider demo pilot for them. The pay was awful, but the flying was great. One of our tow planes was a Cessna 150 with a 150-horsepower engine. The manager of the place was checking out a new tow pilot in this machine. The craft was near maximum gross weight. After dropping their glider, they headed back to the east-west grass strip and extended full 40° flaps (40° flaps was standard in all Cessna s of that era) on final approach. On very short final, somebody ran across the runway without looking, and this C-150 with 2 persons was forced into a go-around. The moment the flap switch was moved to the up position, the motor failed, the flaps stayed in their 40° position and the plane, at full power, could just barely eke out a climb. They flew a very short, close in pattern and landed without incident, but the flap motor was toast. The flap motor circuit breaker had not popped, the motor had just failed. Flying a plane, at full power, in slow flight, with the stall horn blaring, was not an enjoyable experience.

Most pilots fly the pattern much too fast. The point, of course, is not to stress our equipment any more than it needs to be stressed. While the limitations of our planes allow for 10° flaps above the top of the white arc, this serves no purpose. All of our planes fly just fine with the flaps up, at 75 knots, within the white arc. This is a good pattern speed, and since flaps are up, drag is less, fuel consumption less, and stress on the airframe less. You have more time to set up for landing, will be less likely to run over a slower plane ahead, and will be able to extend flaps to any setting without over speeding the flaps. Be at pattern airspeed (75 knots recommended) before you enter any leg of the pattern, and you will give yourself more options.

On the rarest of occasions, right traffic is mandatory, and required by FAR 93. From the Chart Supplement:

LORAIN (ELYRIA), OHIO
LORAIN COUNTY AIRPORT TRAFFIC RULE

Part 93, Subpart J, requires each person piloting an airplane landing at the Lorain County Rgnl Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute departure turn to the north as soon as practicable after takeoff.

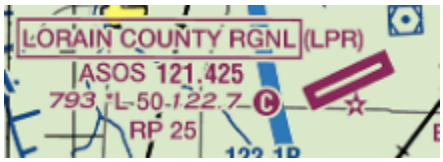
From the FARs:

§ 93.119 Aircraft operations.

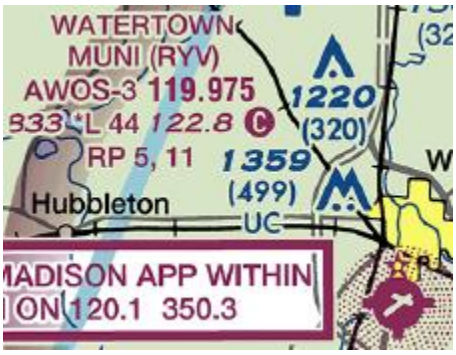
Each person piloting an airplane landing at the Lorain County Regional Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute a departure turn to the north as soon as practicable after takeoff.

[Doc. No. 8669, 33 FR 11749, Aug. 20, 1968]

And last but not least, the Cleveland Terminal Area Chart: Note the box around the airport name, indicating Special Rules apply. Also, the "RP 25" indicates Right Pattern for Runway 25.



Contrast this with Watertown, WI, near Madison, where Right Pattern is requested for runways 5 and 11, but it is not a specific FAR referring to that airport. §91.126 applies to nearly every airport we operate "Operating on or in the vicinity of an airport in Class G airspace". Class E airspace airports (rare) rules refer you back to the FAR below. Class D, C, B airports require following Air Traffic Control Instructions.



§ 91.126 Operating on or in the vicinity of an airport in Class G airspace.

(a) ***General.*** Unless otherwise authorized or required, each person operating an aircraft on or in the vicinity of an airport in a Class G airspace area must comply with the requirements of this section.

(b) ***Direction of turns.*** When approaching to land at an airport without an operating control tower in Class G airspace -

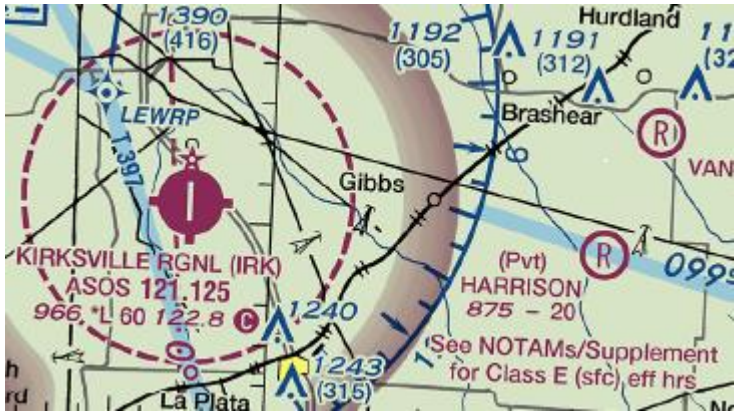
(1) Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right; and

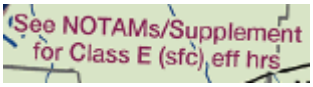
(2) Each pilot of a helicopter or a powered parachute must avoid the flow of fixed-wing aircraft.

§ 91.127 Operating on or in the vicinity of an airport in Class E airspace.

(a) Unless otherwise required by part 93 of this chapter or unless otherwise authorized or required by the ATC facility having jurisdiction over the Class E airspace area, each person operating an aircraft on or in the vicinity of an airport in a Class E airspace area must comply with the requirements of § 91.126.

But those rare Class E airspace airports to the surface, do exist. On the lower left corner of the Chicago Sectional is Kirksville, MO.



Which ATC facility has jurisdiction over the Class E to the Surface Airspace? In the lower right corner of this snip is the message: 

The Chart Supplement tells the story.

CLEARANCE DELIVERY PHONE: For CD if unable to ctc on FSS freq, ctc Kansas City ARTCC at 913-254-8508.
AIRSPACE: CLASS E svc 1300–0300Z‡; other times CLASS G.

Kansas City Center is controlling AND the Class E to the Surface is part time.

Nick Davis

February 2023

Operational & Safety Reminders

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).

Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine. Try to add only full quarts.

Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.

Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, immediately report it to the plane captain, maintenance office or a board member. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in-service ASAP. Thank you.

BFC
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Naperville, IL 60567

inquiry@flybfc.org

About Our Organization

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30PM.

The Club has 45 equity members sharing 3 airplanes:

1. 1999 Cessna 172SP N983SP
2. 2007 Cessna 172S N884BC
3. 2007 Cessna 182T N1489L

Aircraft Reservations: www.aircraftclubs.com
BFC Website: www.flybfc.org

President: Kevin Kanarski
Vice President: Kris Knigga
Secretary: Alex Siegman
Treasurer: Charles Blazevich
Safety Officer: Nick Davis
Webmaster: Kevin Kanarski
Quartermaster: Jim Krzyzewski
Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 [1]
Eric Swanson	708-653-6564

[1] Available for club checkouts and Flight Reviews

Chief Maintenance Officer:

Ray Kvietkus	630-907-7721

Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Jack Lindquist	630-939-1023
N1489L	Jim Robertson	630-215-5003

